[TFR 26-1]

[handwritten "18 Apr 52"]

[handwritten "32"]

S e c r e t

USSR

copy no. 1 Ministry of Internal Affairs

to the Deputy Minister of Foreign Affairs USSR

April, 1955

to Comrade V.V. KUZNETSOV . ____ Moscow

[illeg. handwriting on side of page.]

The flight of an American jet aircraft was detected by a PVO technical post 43 miles southeast of Cape Vasil'ev (400 kilometers southwest of Petropavlovsk-Kamchatskij) on 18 Apr of this year, at 1057 hrs Kamchatka time. The aircraft was detected 16 miles southeast of Cape Lopatka and had not violated the border at 1110 hrs.

Two VVS aircraft were scrambled to intercept the aircraft. At 1130 hrs, at an altitude of 12,200 meters, 32 miles east of Cape Kronotskij (340 kilometers northeast of Petropavlovsk-Kamchatskij) one of the aircraft spotted the B-47 type American jet aircraft and photographed it. Upon approach of our aircraft, the American aircraft opened fire. After return fire from our aircraft, the American aircraft disappeared in the clouds.

At 1150 hrs, 5 miles west of Bering Island, the crew of the Soviet fishing boat "Komandor" saw flashes and a column of smoke over the water that lasted two minutes.

It cannot be ruled out that the fishermen witnessed the American aircraft fall.

DEPUTY MINISTER of INTERNAL AFFAIRS, USSR

(PEREVERTKIN)

[stamp "Dept 6 HQ GUPV
Entry . 012899
12 May 55"]

[handwritten "Ts.A.P.V. fond 14, inventory 5, case 5634, page 32"]

[TFR 26-2]

[handwritten except where noted.]

Basis, Report on Okrug No. 00140 and 0014. from 19 and 20 Apr 55 (Sector 60 p.o.)

Information

23 Apr 55 Colonel Comrade Ionov stated that this document has been [cut off] reported to the Deputy Minister Comrade Perevertkin. Do not send a decision.

LTC [illeg. signature]

00152 of 22 Apr 55, the Okrug reported that members of the boat "Komandor" P[cut off] Vasilij at a distance of 10 miles, observed a flashing column of fire and a column of smoke over the water which dissipated after 5 minutes. Scientific [cut off] Danilov, located on the cutter, photographed the column of smoke. 2 [illeg.] Nikol'skoe (sector 45143 60p.o.) observed and heard an explosion. Border troops did not [see] [cut off]

On 21 Apr 55 the Kamchatka Flotilla went to the place of the explosion. The [illeg.] headquarters reported [G4GI?].

[illeg. signature]

Information. 21 Apr 55 at 1340 [illeg] PVO General Major Ior'ev (Kremlin, 33rd Guards) reported that he does not have information regarding the appearance of an American aircraft near the coast or regarding the contact between it and our aircraft.

[signature] Zarovskij

[Distribution notes are typed]

3 copies sent 1- addressee 2- Sec. MVD 3- 1st Department HQ GUPV checked Zarovskij typist Ermakova k.3567 21 Apr 55

[handwritten "1st copy - file. 2nd and 3rd copies sent for destruction. 2nd and 3rd copies destroyed iaw Act 10"] [signature] 25 Apr 55

[handwritten "Ts.A.P.V. fond 14, inventory 5, case 5634, page 32"]

[TFR 26-3]

[handwritten "27 Jun 58"]

[handwritten "1st Section]

[handwritten "4"]

THE MAIN DIRECTORATE OF BORDER TROOPS OF THE KGB OF THE COUNCIL OF MINISTERS OF THE USSR

DISTRIBUTION:

SECRET

Com. SEROV I.A.

Copy No. 1

THE CHIEF OF THE GUPV OF THE KGB OF THE COUNCIL OF MINISTERS OF THE USSR

General-Lieutenant [signature]

SPECIAL REPORT

(ZYRYANOV)

28 Jun 58

[Initials]

A border detail from Outpost No. 12 of the 40th Border Detachment, Armenian Okrug spotted an aircraft approaching the border from Turkey at an altitude of 4500 meters at 1825 hrs on 27 Jun. The aircraft violated the State border of the USSR in the Ada-Ehri area (The sector of Outpost No. 3, 125th Border Detachment, Armenian Okrug) at 1830 hrs at an altitude of about 2000m and continued its flight on the route: Artashat, Beyuk-Vedi, Sevan Island, Agdam. Posts of the radio-technical forces were notified by the compartmented system "Air" in a timely manner.

Two Air Force fighters were sent up and forced the four engine "Douglas-118" American military transport aircraft to land at 1857 hrs in the Agdam area. The crew, consisting of four American servicemen, rushed out of the burning plane.

Five parachutists, who jumped prior to the plane's landing, were arrested in the Agdam area by 2100 hrs on 28 Jun.

All of the detainees were taken to Kirovabad in the Azerbajdzhan SSR. The US military personnel are: COL BRENAN BRAZH, aircraft commander, MAJ LAJZ, MAJ KREND, MAJ SHUL'TS, CPT KEJN, LT LYURER, SGT OL'MAN, SGT RIMER, SGT SEJPO.

Based on initial crew testimony, the aircraft crew flew on the route: Nikoziya (Kipr Island) [Nicosia, Cyprus], Teheran, Karachi. They strayed from their route, however, and violated the State border of the USSR.

[handwritten "04091"]

[TFR 26-4]

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2.

According to their testimony, only the aforementioned crew was on the aircraft. Search groups, in conjunction with organs of the KGB, are conducting an inspection of the areas along the aircraft's flight route and in the landing area.

All of the Armenian Okrug Border Detachments, the 41st, 127th, 42nd and 43rd were transferred to augment the border defense.

ATTACHMENTS: A sketch map for the addressee only.

CHIEF OF STAFF, GUPV OF THE KGB OF THE COUNCIL OF MINISTERS OF THE USSR
General-Lieutenant

[signature]

(BANNYKH)

[handwritten "TSAPV, F. 14, INV. 14, c.s. 5676, p. 4,5."]

[TFR 26-5]

[handwritten "18 Apr 55"]

[handwritten "34"]

[handwritten "11"]

Subject to return in 24 hours

T O P S E C R E T

to Office of the Presidium TsK KPSS

SPECIAL FILE

Workers of the world, unite!

The All-Union Communist Party (bolsheviks), CENTRAL COMMITTEE

P84/312

7 Nov 51

To: Comrades Molotov (MID), Zhukov.

Extract from protocol 117 of the Presidium of the TsK on 22 Apr 55

On the question posed by the MID USSR and Ministry of Defense.

To accept the proposal of the MID USSR and Ministry of Defense, set forth by comrades Molotov and Zhukov in a memorandum dated 22 Apr 55, No. 602/M.

Secretary of the TsK

3-nb

[Printed along left side of page,

"For Information
Persons receiving secret documents, cannot transmit or acquaint others with them without stipulation from the TsK.

Copies or notes from the indicated documents are categorically forbidden.

Marks and dates on each document are made by the individual to which the document is addressed and for his personal signature."]

[TFR 26-6]

[stamp "Minutes of Presidium TsK No. 117 p.24"]

Copy

Secret copy No. 3

According to a report by Comrade Malinovskij, the Commander of the Far East Military District, an American B-47 type aircraft was spotted near the Kurile Islands on 18 Apr of this year, at 0943 hrs Khabarovsk time. Our pilots reported that when a MIG-15 closed with the B-47 at an altitude of 12,000 meters, the B-47 opened fire. One of our fighters returned fire after which the B-47 descended at great speed into the clouds in a northeast direction.

In the second report from Comrade Malinovskij (dated 21 Apr), it was reported that our fighters attacked an American aircraft from 1125 to 1127 Hrs Khabarovsk time. Fifteen minutes after the attack, radars lost track of the aircraft. It no longer showed up on the radar screen. This report also says that at 1150 Hrs Soviet fishermen observed an explosion and black column of smoke in the ocean. This was in our territorial waters, 13 kilometers west of the town of Nikol'skoe, which is located on Bering island.

The engagement area between the Soviet fighters and the American aircraft is being determined. At the present, it cannot be determined whether the engagement took place in the Soviet Union's airspace or over neutral waters.

According to available information, it is surmised that the Americans do not have information regarding the location or cause for loss of their aircraft.

This conclusion is coroborated by the following:

The American aircraft was obviously conducting a special mission and did not maintain radio communications with the ground. In addition, our radio-intelligence did not notice any type of transmission from the aircraft during its flight, upon encountering the Soviet fighters or after the engagement. It is also noteworthy that American searches for the aircraft were not in the region of the supposed point of impact

[TFR 26-7]

[handwritten "13"]

2.

of the aircraft, but along the aircraft's flight route and especially intense - in a region far from the aircraft's supposed impact point by 500-600 kilometers.

It can not be confirmed that radars on an American ship, which could have been located in that region, did not follow the flight of the American aircraft and the Soviet fighters. It should also be taken into account that American ships could not have visually observed the engagement with the Soviet fighters, as the flight took place in dense clouds.

Considering the above, the MID USSR and Ministry of Defense consider it inadvisable to make any kind of statement at the present time to the US Government as regards the flight of the American B-47 military aircraft near the Kurile Islands and Kamchatka peninsula.

Based on this, the MID USSR and the Ministry of Defense are of the opinion that the Americans obviously do not consider it possible to raise this question before us. Under these conditions notifying the Americans could be premature and could lay the blame on us.

Request consideration.

V. Molotov G. Zhukov

22 Apr 55 No. 602/M Official: [illeg. signature] Distr 4 copies.nt/vn No. 364sm

[TFR 26-8]

Special Folder

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Top Secret

copy no. 1

TsK K P S S

[handwritten "see P 117/24op"]

In addition to the memorandum by Comrades V.M. Molotov and G.K. Zhukov dated 22 Apr 55 No. 602/M, I am reporting a telegram from Captain First Class Razumnoj, the Chief of Intelligence, Pacific Fleet. It regards the American searches for the B-47 type aircraft which was shot down by our fighters on 18 Apr of this year near the Kurile Islands.

[signature]

G. ZHUKOV

28 Apr 55 Issue No. 102ss

[Handwriting, illegible except for date of 3 May 55]

Taken off of the inventory-ES General Department TsK KPSS 2311

[TFR 26-9]

[handwritten "15"]

[handwritten "to Comrade Sokolovskij"]

SECOND DEPARTMENT MAIN HEADQUARTERS, NAVAL FORCES

Do Not COPY

TOP SECRET

(when filled in)

ENCIPHERED TELEGRAM NO. 1495,1496.

Copy No. 3 Copy No. 1 Comrade Sokolovskoj Copy No. 4 Comrade Shalin Copy No. 2 Comrade Malinin Copy No. 5 Comrade Shashenkov Copy No. 3 Comrade Pavlovskoj Copy No. 6

From VLADIVOSTOK Sent 13 hours 05 minutes, 24 Apr 55

[stamp "Subject to return to the IV Sector of the General Office

TsK KPSS
Issue 2728/she 3 Jun 55"]

for notes and instructions

By Cable

ACTING CHIEF OF INTELLIGENCE, VMS
to Captain 1st Class Comrade SHASHENKOV.

I am reporting supplementary extract information on the RB-47 aircraft. According to intercepted radiograms to the Commander of the 10th Rescue Group and the 5010th Air Base Wing, as of 18 Apr an RB-47 aircraft of the 4th Aviation regiment, 26th Reconnaissance Wing has been lost. It was flying along the route Eielson-Unalaklit-Attu to an area 100 miles east of Hokkaido-Unalaklit-Eielson.

The last time the aircraft was noted was at 0810 hrs, 18 Apr in a region 100 miles southwest of Attu, after which contact was lost. All bases in the Aleutian islands were queried about the aircraft. Answers were negative.

A search for the RB-47 aircraft began on 19 Apr. The Commander of the Joint Search and Rescue Center (Elmendorf AFB) ordered the Commander of the 3rd Search and Rescue Region (Elmendorf AFB) to assign 4 SA-16 and one SC-54 for search and "not to raise unnecessary noise about it". A notice was transmitted to the Chief of Search and Rescue, Johnson AFB, about the search by forces of the 3rd Rescue Aviation Group. The commander of the 4th Search and Rescue Region (Adak) was responsible for conducting the search mission in the region of the Aleutian islands. The region was ordered to carry out a watch on emergency frequencies,

(see next page)

[along left side of page "Subject to return in 6 days to the 8th Section of the Second Department Supreme Headquarters VAS"]

[TFR 26-10]

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Copy No. 3

CONTINUATION OF ENCIPHERED TELEGRAM NO. 1495

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and to plan a wide search using aircraft of the 3rd Region.

The search was conducted with the following number of aircraft: 19 Apr, four SB-29 26-240 miles east of the Kurile Islands to the 100th parallel, one 'Neptune' in the region of Adak-Attu;

20 Apr, three 'Neptunes' along the Aleutian Islands to the region 120 miles east of Cape Lopatka, three 'Neptunes' in the eastern section of the Bering Sea, two 'Neptunes' in the western section of the Bering Sea, and one RB-47 along the missing aircraft's flight route. In addition, on 20 Apr one B-36 was noted at Attu at an altitude of 5000 meters on a west-southwest course and one B-29 at an altitude of 3000 meters on a southwest course, possibly these aircraft were en route to the search area. 21 Apr, five 'Neptune' in the central section of the Bering Sea; 22 Apr, the Adak Region; 23 Apr, one 'Neptune' noted at 08 hours 38 minutes 5515N 17040S and at 09 hours 40 minutes at 5325N 17210 east, one 'Neptune' in the region of the central section of the Bering Sea.

In addition to the aircraft, the icebreaker 'Burton Island' and the tug 'Takelma' [Tacoma?] participated.

21 Apr, an unidentified official ordered the commander of the Neptune flights conducting the search 'to not fly over the KOMANDORs'.

22 Apr, five 'Neptunes' flew from Adak to Kodiak, suggesting that the search had ended.

Conclusion: results from the analysis of the radio communications and the character of the search would suggest that the Americans do not know where, the reason, or the time of the aircraft loss.

CHIEF OF INTELLIGENCE TOF
Captain 1st Class RAZUMNYJ

No. 3563, 25 Apr

_____Encoded Zyablintsev

3 copies printed 16:30 25 Apr Sent by Tajdakova Checked: [illeg. signature] 17:30 25 Apr No. 515

[handwritten on reverse, "Presidential Archives RF, F. 3, Op. 66, D 393, p. 11-16"]

[TFR 26-11]

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Copy No. 3

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Especially important

17 Oct 60

To Comrade Khrushchev N.S.

[handwritten "2703-i"]

I am reporting that on 14 Oct of this year, while fishing, trawlers of the Murmansk Economic Council raised parts of an aircraft. They were located at coordinates 69^0 12' north latitude, 40^0 11' west longitude; 69^0 15' north latitude, 40^0 26' west longitude at a depth of 60-140 meters. This was 60-70 miles north of the Cape Svyatoj Nos (35-40 miles from territorial waters). The following was found:

A wingtip 12 meters long with US Air Force markings, wreckage of the tail unit 1 meter long, an ejection seat, a metal frame and plastic with stenciling (presumably from a camera), a small turbine with a radiator, a damaged conduit and many small pieces of aviation equipment. Many of the pieces found have factory markings.

In addition, a human skeleton outfitted with a parachute was raised. Upon examination of the clothing, documents were discovered in the name of the USAF flier POZA Evgenij Ehrnest [POZA, Eugene E.], born 1922, ID No. AO 2088613 with a photograph, a fingerprint and a description of distinctive marks; identification card and instructions (probably about the use of the parachute).

On 17 Oct the remains of the pilot and the parts of the plane that were recovered will be delivered to Severomorsk.

Measures are being taken toward furthering the search for the remainder of the plane.

CHAIRMAN OF THE COMMITTEE FOR STATE SECURITY

[Initials?]

(A. SHELEPIN)

Official: [illeg. signature]

[illeg. handwriting]

[TFR 26-12]

2 Nov 59 [handwritten]

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TOP SECRET

copy 9

to the MARSHAL of the SOVIET UNION

- Comrade N. A. BULGANIN

I a m r e p o r t i n g:

The USSR maritime State border was violated by an American "B-29" in the region of Tanfil'ev Island, 70 kilometers south of Yuzhno-Kuril'sk on 7 Nov 54, from 1241-1242 hrs and again from 1247-1250 hrs Vladivostok time.

Fighters of the 610th Fighter Aviation Regiment, 110th Fighter Aviation Division, 29th Air Army were scrambled from the Yuzhno-Kuril'sk airfield (Mendeleevo): the first pair of MIG-15's at 1242 hrs, the second pair of MIG-15's at 1225 hrs, a third pair of MIG-15's at 1248 hrs, and a fourth pair of MIG-15's at 1329 hrs.

The MIG-15 pair which took off at 1225 hrs (The leader was Aviation Squadron Commander Captain KOSTIN. The wingman was Senior Lieutenant SEBERYAKOV) met the intruder at 1248 hrs at an altitude of 4500 meters over Tanifel'ev Island. The intruder opened fire from the upper turret when our fighters approached. Our fighters returned fire and set the violator's left motor on fire. In the three attacks made by the fighters, 42 37mm shells and 63 23mm shells were expended.

[TFR 26-13]

[handwritten "129"]

The following is a radio-intercept of the press by "OSNAZ" units - "7 Nov 54, Associated Press. A "B-29" reconnaissance aircraft was shot down today over the eastern part of Hokkaido Island several miles from Russian islands. Nine of the twelve crew members bailed out of the aircraft and were rescued."

Weather: 90% Cloud cover, lower edge 1000 meters, visibility 6-10 kilometers.

Measures have been taken by the command to increase the combat readiness of the PVO forces.

GENERAL OF THE ARMY

[signature]

S. BIRYUZOV.

" 7 " Nov 54 [handwritten " 50366"]

Distribution: Comrade K. E. VOROSHILOV Comrade L. M. KAGANOVICH Comrade G. M. MALENKOV Comrade V. M. MOLOTOV Comrade A. I. MIKOYAN Comrade M. G. PERVUKHIN Comrade M. Z. SABUROV Comrade N. S. KHRUSHCHEV

[handwritten " 16 566]

[TFR 26-14]

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MEETING OF THE SECURITY COUNCIL ON 10 SEPTEMBER

NEW YORK, 10 Sep (TASS)

... After this, US Representative Lodge, who stated the US arguments, came forward. Lodge said:"...The first reports of the attack indicated that not once did the American aircraft fire on the attackers. However, further reports showed that this statement was in error."

(TASS, 10 Sep 54, pp 125-126)

AMERICAN PROVOCATION IN THE FAR EAST

NEW YORK, 7 Sep (TASS). The Washington correspondent for the "New York Times" newspaper reports that on 6 Sep the Navy Department revealed that the American patrol bomber shot down near the Siberian coast on 4 Sep by two Soviet fighters had opened return fire, but only after it was attacked. ... The announcement by the Navy Department caused some confusion in the State Department since the second of the two demarches of protest to Moscow maintained the conviction that the "American naval aircraft never opened fire on the Soviet aircraft."

As officials here point out, this declaration was based on the initial report of this incident that the Pentagon received from the Far East. It was only after the nine surviving crew members were thoroughly debriefed that the Department of the Navy was able to establish that one of the gunners on the aircraft opened return fire on the Russian pilot...

(TASS, 7 Sep 54, pg 21-D)

ATTEST: [illeg. signature]

[handwritten on reverse "Archives of the President RF, Fond 3, Inventory 66, Case 391, pages 129-129,141"]